

DERBYSHIRE COUNTY COUNCIL

**CABINET MEMBER MEETING – JOBS, ECONOMY AND
TRANSPORT**

22 October 2013

Report of the Acting Strategic Director - Environmental Services

**BUXTON, A53 BURBAGE – PROPOSED SIGNAL
REFURBISHMENT AND INTRODUCTION OF PEDESTRIAN
CROSSING FACILITY**

(1) **Purpose of the Report** To consider the objections received following public advertisement and consultation on the provision of a pedestrian crossing facility at the Burbage lights in Buxton.

(2) **Information and Analysis** As the Cabinet Member will be aware, funding has been allocated to refurbish the existing traffic signals at Burbage, Buxton due to the age of the existing equipment. As a result of continued concerns about the safety of pedestrians crossing at this junction, it is also proposed to introduce a pedestrian crossing facility as part of the signal controlled junction. The proposal is shown on the attached drawing (Drawing No TA308/2/B6/1).

Consultations have been carried out including a letter drop to residents and letters to the Emergency Services, Local Borough, County Members and other relevant consultees. Following this process, two written objections have been received from residents who live in close proximity to where the crossing is proposed. The adjacent church supports the proposal, as do the Police, Fire Service and High Peak Access Group. The local Member, Councillor Tony Kemp, and the High Peak Borough Councillor, Councillor John Faulkner, both support the proposal. A crossing facility here is also supported by Burbage Primary School and Derbyshire County Council's School Travel Plan Officer who has worked with the school in identifying safe routes to school and promoting sustainable travel to/from the school.

The objections are summarised as follows:

- Disagreement with the location of the proposed crossing point as it is not the place most people would wish to cross.

Public

- The proposed crossing point is directly outside a residential bay window which will invade the privacy of the occupant.

A telephone enquiry has also been logged from a resident to say that, whilst they do not wish to formally object, they do think that the location of the proposed crossing point is wrong as very few people cross at that location.

Officer Comment

Due to the complex nature of this junction, it has always been difficult for pedestrians to know when it is safe to cross. This has become more of an issue in recent years following the construction of the Carr Road development giving rise to an increase in pedestrians, particularly going to the schools accessed off Green Lane.

Due to the complicated layout of this junction, it is not easy to locate a crossing point that is accessible to all that will not compromise the timings of the signals unduly which could lead to added congestion. As the predominant pedestrian flow is from the residential areas to the south-west of the junction, pedestrians tend to try to cross at the war memorial, therefore, this was the first location considered for a crossing point. The main problem with this location is access to it. Pedestrians walking down Leek Road would have to cross the slip road to Macclesfield Old Road then try to negotiate the narrow ledge to the rear of the war memorial. This is not a suitable route for mobility impaired pedestrians, wheelchair users, parents with pushchairs, etc. These users would have to find another way round the memorial to cross at this point. Therefore, the location, as shown on drawing TA308/2/B6/1, has been identified. This location enables the junction to be crossed in one movement and also provides an option for pedestrians coming from other directions. There is a pedestrian link through to Old Macclesfield Road via Anncroft Road from the Carr Road development which means pedestrians from that direction can approach the junction on the westernmost side directly to the crossing point.

Due to the concerns about the crossing being directly outside a window, it is now proposed to reshape the kerbline here to enable the crossing point to be moved away from the window to address this situation. This amendment is shown on drawing TA308/2/B6/5.

It is considered that the crossing will be a valuable contribution to road safety and will help to assist those pedestrians wishing to cross at this busy junction. In view of the fact that the position of the crossing has been carefully assessed and the issues raised investigated and addressed where possible, it is considered that the layout shown on drawing TA308/2/B6/5 is the best option in these circumstances.

Public

Local Member Comment

Councillor Tony Kemp has stated that *“As the officer comment suggests, it is hard to discover a solution that will please all; what is not in doubt (in my mind) is that some form of safe crossing point is needed to avoid a serious accident at some time in the future. Casual observation suggests little pedestrian movement here through most of the day. However, this changes at school start/finish times. Adults accompanied (and distracted?) by young children, and perhaps with a push-chair, are some of the most vulnerable pedestrians. I consider the officers have proposed the only pragmatic location, taking all the issues into account. They have also suggested mitigating work that goes a long way toward addressing the legitimate concerns of nearby residents. In addition, the scheme encompasses modest measures that should help to make this complex junction more legible to the motorist, thus contributing toward other aspects of road safety and accident prevention. I support the recommendations.”*

(3) **Financial Considerations** The replacement of the old signal equipment and introduction of a pedestrian phase at this location has been included in the approved 2013/14 Capital programme with a budget of £150,000 under the key priority of “Efficient Transport Network Management”.

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property and transport considerations.

(4) **Key Decision** No.

(5) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(6) **Background Papers** Held on file in the Traffic and Safety Section of the Environmental Services Department. Officer contact details – Steve Alcock, extension 38176.

(7) **OFFICER’S RECOMMENDATIONS** That:


7.1 A pedestrian crossing point be implemented in the location on A53 Burbage, Buxton shown on the plan as part of the traffic signal refurbishment.

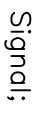
7.2 The local Member and objectors be notified accordingly.

Mike Ashworth
Acting Strategic Director – Environmental Services


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Notes:-


 Tactile paving

 Signal; pole and head

 Pedestrian equipment

 Pedestrian equipment

DERBYSHIRE
COUNTY COUNCIL
Improving life for local people



IAN W STEPHENSON
Strategic Director – Environmental Services

PROJECT TITLE
Traffic Signals
A53/B5059
Burbage

DRAWING TITLE
Consultation
Detail

DATE DRAWING NO. TA308/2/B6/1

ISSUED

AMENDMENT DETAILS

NO.	DATE	BY	SCALE
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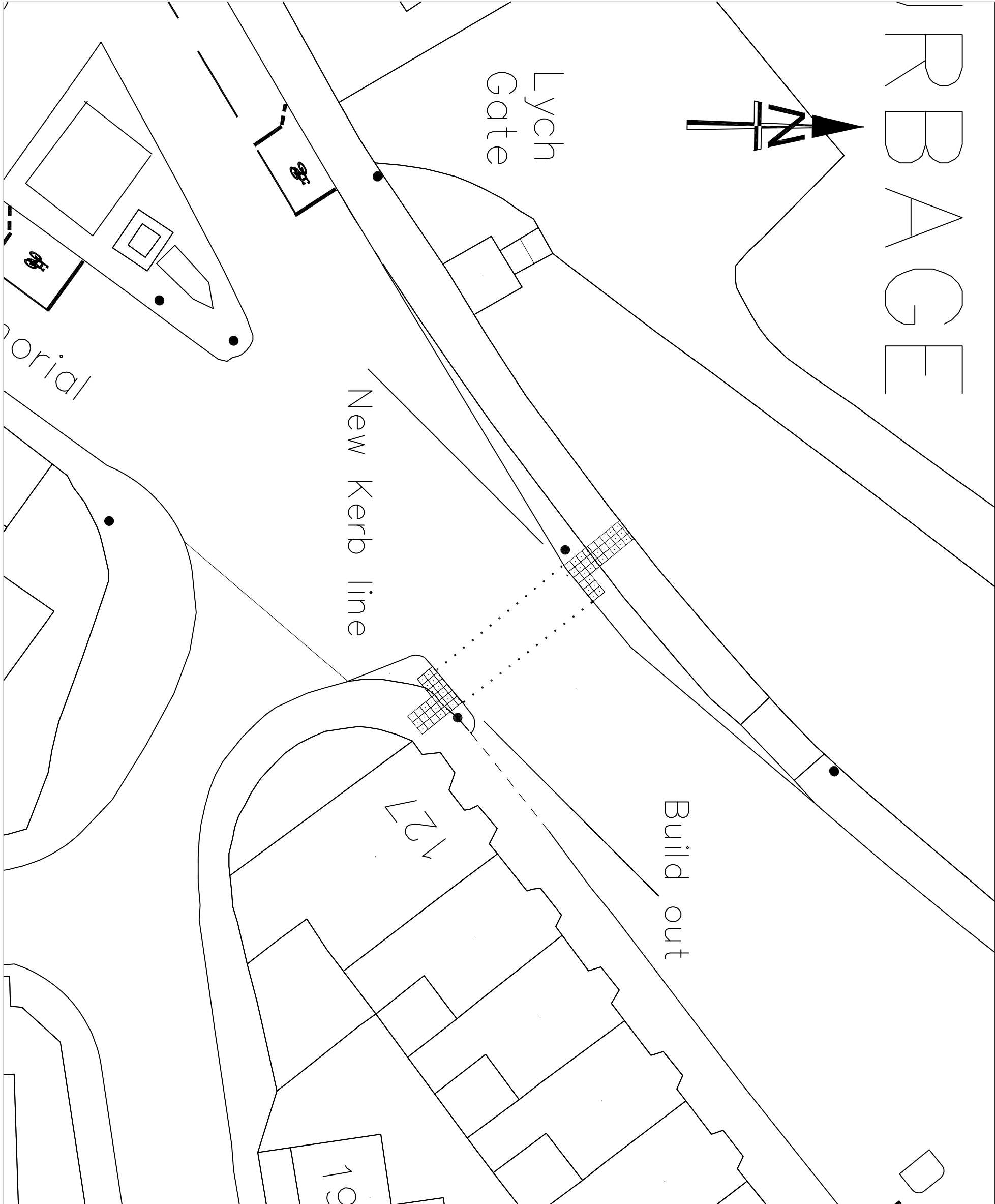
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AMENDMENT DETAILS				By	Date	No.
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Improving life for local people

Mike Ashworth
Acting Strategic Director of Environmental Services

PROJECT TITLE
Traffic Signals
A53 Burbage
Buxton

DRAWING TITLE
Consultation

DOE DRAWING No.	PRINT No	DWG STATUS
TA308/2/B6/5	ISSUED	